

AMENDMENTS TO THE SPECIFICATION:

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Please substitute the following replacement paragraph
for the paragraph beginning at line 3:

In order to make a smooth running of the automobile at the beginning, it is necessary to obtain a good half-clutch state in an intermediate state between a non-fastening and a complete fastening of the starting clutch. However, in order to adapt this state for the starting clutch of the above described first to fourth embodiments, in either one of the first clutch 11 and the second clutch 12, or both of them, it is necessary to slidably move the frictionally engaging element. Also, by regulating a degree of the sliding movement, a creep of the automobile is generated, and when, in a manual transmission automobile, the driving force to the wheel was shut off while starting at a slope or the like, the generated creep becomes a hill holder mechanism (reverse rotation preventive mechanism) which prevents the automobile from falling back. When the fastening case and the non-fastening case are included, the relationship of the operating patterns of the first and second clutches 11 and 12, and the relationship of the operating patterns [[f]] of the operating mechanisms 62, 67 and 69 are as shown in Table 1. Incidentally, X denotes the

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fastening of the clutch, Y the sliding movement of the clutch and Z the release of the clutch, respectively.
